(I) RESOLUTION RE: RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE, 1991

(II) APPROPRIATION (RAILWAYS) BILL, 1992

(III) APPROPRIATION (RAILWAYS) No. 2 Bill, 1992

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Now, we take up the Resolution, the Appropriation (Railways) Bill, 1992 and the Appropriation (Railways) No. 2 Bill, 1992.

The Minister will now move the Resolution.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Sir, I beg to move the following Resolution:

> "That this House approves the recommendations made in paragraphs 12, 13, 16, 19 and 22 contained in the First Report of the Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was laid on the Table of the Rajya Sabha on the 24th February, 1992."

Sir, by a Resolution adopted in the Lok Sabha on 16th September, 1991 and concurred in by the Rajya Sabha on the same day, the Raiway Convention Committee, 1991 was constituted on 25th November, 1991. The Committee was appointed to "review the rate of dividend, which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway finance and the General Finance and make recommendations thereon" for the Eighth Plan period.

The Ministry of Railways submitted an interim memorandum requesting the Committee to permit continuance of the financial arrangements between the Railways and the General Finance for the year 1992-93 by and large on the same basis as was adopted for the year 1991-92 in the manner recommended by the Railway Convention Committee 1989, in their third report pending the final recommendation for the Eighth Five Year Plan, for which memoranda to the Committee will be submitted. The Railway Convention Committee 1991 have considered the interim memorandum and they have, as an interim measure, largely agreed to the proposals made therein by the Ministry of Railways. The Committee's observation contained in para 16 of the subject reported in regard to reassessing the value of the assets held by the Railways by an Expert Committee has been noted.

With these words, Sir, I commend the Resolution for the consideration of this House.

The question was proposed.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Now Resolution moved. The Minister will also move the Appropriation (Railways) Bill, 1992 and the Appropriation (Railways) No. 2 Bill, 1992, as passed by Lok Sabha, for consideration.

SHRI C. K. JAFFER SHARIEF: Sir, before we could take up these things, last time the Members wanted me to clarify some points which were inconclusive. I would, therefore, like to clarify those points which were raised during the course of the discussion.

THE LEADER OF THE OPPOSITION (SHRI S. JAIPAL REDDY): If the hon. Minister yields, I want to make one small submission, since the hon Minister is gracious enough to refer to some points. I know that this point has not been made earlier. He must have seen the news item in

The Statesman in regard to the unholy hurry with which a contract worth dollar 190 million is being sought to be awarded to a Swedish firm called ABB. Will the Minister be able to throw some light? I am not jumping to any conclusion. I think it is in the interest of the reputation of the Railway Ministry to clear the air in this matter.

SHRI C. K. JAFFER SHARIEF: Sir, let me refer to the points referred to earlier. Then, I will respond to that point also which he has said. Sir, during the discussion....

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Jaffer Sharief sahib, first you have to only move the Bills for consideration. After that... (*Interruptions*): . We have already decided in the Business Advisory Committee that there will be no discussion on these things. If the Members want to seek any clarification... (*interruptions*)... Please take your seat first.

राव अवधेश जी, बैठिए। मैं जो कह रहा रहा हू, आप सुन लीजिए । यह जब मूव कर देंगे , उसके बाद जैसा कि मैंने कहा कि डिस्कशन नहीं होगा । बिजनेस एडवायजरी कमैटी में यह बात तय हो गयी थी, लेकिन बहुत जरूरी कोई क्लैरीफिकेशन अगर पूछना हो तो उसके लिए मैं समय दूंगा, आप बिल्कुल घबराइये नहीं । आप उसे मूव कर दीजिए ।

SHRI JAGESH DESAI (Maharashtra): On that day it was decided that no new points will be made.

उपसभाध्यक्ष (श्री शंकर दयाल सिंह): आप मूव कर दीजिए ।

You have only to move.

SHRI C. K. JAFFER SHARIEF: Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

Sir, I also beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The quetions were proposed.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Now the Resolution and the Appropriation Bills are open for discussion, Already, in the Business Advisory Committee. it has been decided that there will be no discussion at all. (*Interruptions*). One minute. Please listen. The Minister is also in a hurry because he has to go for the 'iftar'. Therefore, I request hon. Members to cooperate with me and with the Minister. For the purpose of clarifications, I will allow only one or two minutes.

श्री शब्बीर अहमद सलारिया : (जम्मू और कश्मीर) : वाइस चैयरमैन साहब, मैं आनरेबिल मिनिस्टर साहब से यह अर्ज करना चाहूगा कि यहां तक ... (व्यवधान) ... देखिए, इतनी देर में तो मैंने कह दिया होता । ...

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : प्लीज, जरा आप लोग शांत रहिए । इतनी देर में तो अपनी बात वह बोल देते ।

श्री शब्बीर अहमद सलारिया : मैं मिनिस्टर साहब से यह अर्ज करना चाहता हू कि जो रेलवे लाईन जम्मू से ऊधमपुर जा रही हैं उस रेलवे लाईन को एक्सपीडाइट करें और उसको वैष्णोदेवी की तरफ भी ले जायें।

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : कि है । श्री राम अवधेश सिंह ।

एक माननीय सदस्य : अरे, उनका तो लंबा होगा ।

श्री राम अवधेश सिंह (बिहार) : लंबा नहीं होगा तो छोटा होगा । लंबा होगा तो क्या हर्ज है । ...(**व्यवधान**)... आप घबडाइए मत । ...(**व्यवधान**)... अभी तो मैंने शुरू नहीं किया और आपने कहा कि लंबा होगा बडा होगा, छोटा होगा ।

महोदय, ...

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : आप भूमिका न बांधिए, अपनी बात कह दीजिए ।

श्री राम अवधेश सिंह : मैं बिलकुल सीधा क्वैश्चन करना चाहता हू ।

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : आप बहुत सीधे आदमी हैं, इसीलिए कह रहा हू ।

श्री राम अवधेश सिंह : मैं माननीय मंत्री जी से यह जानना चाहता हूं कि जो इनको डैमिज देना पडता है साल में, वह कितना देना पडता है ? और, क्या वह बात सही है कि जो माल बुक होते हैं, वह बुक होते वक्त रेलवे वैगन में सामान बुक नहीं होते इन कनाइवेन्स विद द आफीसर्स या जो माल बुक करने वाले होते हैं उनकी कनाइवेन्स से । ..(**व्यवधान**)... माल भेजने वाले व्यापारी होते हैं और व्यापारी लोग जो माल भेजते हैं वह अपना माल बुक ही नहीं करते और माल बुक किए बिना ही बिल्टी गोहर लग जाती है और इस बीच में सील टूट जाती है, जब जाकर दिखाया जाता है नेकस्ट में। यह खासकर कलकत्ता और नबाद के बीच में ज्यादा होता है, मुगलसराय के बीच में होता है । जो माल वहां से चलता है और रेलवे को उसमें ज्यादा डैमिज देना पडता है । असल में तो माल चढता ही नहीं और माल का बटवारा हो जाता है। बडे आफीसरों के बीच में और भुगताना पडता है रेलवे को क्योंकि रेलवे में वह माल चढ़ा ही नहीं। ...(**व्यवधान**)

हां, डैमिज, जो ठीक कहा । यह जो लोस होना पडता है वह कितना देना पडता है प्रति साल ? कलकत्ता और मुगलसराय के बीच में माल कम होने या माल लूटने के कारण कितना लोस रेलवे को प्रति साल देना पडता है । यह हम मंत्री महोदय से जानना चाहते हैं ।

साथ ही, क्या इसके लिए मंत्री महोदय कोई विशेष टीम नियुक्त करेंगे, जो इसकी जांच करे या कोई सी०बी आई की जांच करायेंगे ? जो यह जनरल मैनेजर ईस्टर्न रेलवे से लेकर यहां तक के तमाम लोगों की क्लाइवेन्स से होता है या छोटे आफीसरों की कन्नाइवेंन्स से होता है । यह बहुत ही सीरियस बात है । हम लोगो का पैसा जाता है, टैक्स पेयर का पैसा जाता है । इसलिए मैं चाहता हू कि इस पर पूरी जांच हो और इसके लिए आप एक कमैटी बना ले या सी०बी०आई० के हवाले करके इसकी जांच करायें । धन्यवाद ।

SHRI V. GOPALSAMY (Tamil Nadu): Mr. Vice-Chairman, Sir, I am very much pained to point out that the Ministry of Railways has done grave injustice to Tamil Nadu, particularly for the ten million people living in the southern districts of Tamil Nadu because we have been demanding that there should be a parallel construction between Madurai and Maniyachi. This is a burning issue. But the Minister has replied that the people will be subjected to some sort of inconvenience and he will not heed the demand of the people. Just to deceive the people of the South, he has allotted two crores of rupees for a project which will be requiring more than 200 crores of rupees. It will take many years. It is nothing but deception. It is a betrayal by the Railway Ministry against the people of Tamil Nadu. I

would like to request the hon. Minister to concede this demand. Even now if he concedes the demand, he is not going to lose much. Only Rs. four or five crores he has to spend for a parallel construction. (*Interruptions*) The whole country is going in for uni-gauge system but in the name of uni-gauge system, the people in the South are made to suffer. Are they cattle, sheep or goats? Are they to be sacrificed to go in for a uni-gauge system? (*Interruptions*).

SHRIMATI JAYANTHI NATARAJAN (Tamil Nadu): Sir, I am on a point of order.

SHRI V. GOPALSAMY: What point of order you have got?

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Don't waste the time of the House. Mr. Narayanasamy.

SHRI V. GOPALSAMY: I have not completed yet. Kindly permit me to complete.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): You have already completed.

SHRI V. GOPALSAMY: Give me one more minute. Even now, the Railway Minister could consider it. Otherwise, there will be an agitation. We won't allow you to touch the metre gauge line in that area. I warn you.

SHRIMATI JAYANTHI NATARAJAN: Sir, I have a point of order. I want to ask a ruling from you, Sir. What is the sanctity in the Business Advisory Committee's taking a decision that the Appropriation Bill will be passed without discussion because it is being taken up with the Railway Budget? The Railway Budget has been discussed in this House for several days. (*Interruptions*) I want to know what is the sanctity of the decision taken by the Business Advisory Committee? Now everybody wants clarifications.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Madam, it is not a part of the discussion at all (*Interruptions*) . It is only clarification for one minute.

SHRI V. NARAYANASAMY (Pondicherry): Sir, the Pondicherry-Madras Express train was stopped about seven years back. I want the hon. Minister to extend the present train between Pondicherry and Villupuram to Madras. The Minister has not replied to it. Sir, in Tamil Nadu, Madras is a metropolis. The Rajdhani Express has not been introduced here but has been taken to Bangalore. It is a total discrimination against Tamil Nadu. (*Interruptions*). I want an assurance from the hon. Minister. (*Interruptions*)

SHRI V GOPALSAMY: He is a Minister not for Bangalore but for the whole of India.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Now, I am not allowing anybody.

SHRI M. VINCENT (Tamil Nadu): Please allow me to speak, Sir. (*Interruptions*) pi

श्री विश्वजित सिंह पृथ्वीजित सिंह (महाराष्ट्र): अध्यक्ष महोदय मेरा एक सवाल है । मैंने चर्चा में भाग नहीं लिया, पहले में बताना चाहता हूं ।

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) बहुत अच्छा काम किया है ।

श्री विश्वजित सिंह पृथ्वीजित सिंह : मैं मंत्री महोदय से यह जानना चाहता हूं कि लखनऊ-सीतापुर की जो छोटी लाइन है, वह बडी लाइन कब तक की जाएगी ।

SHRI M. VINCENT: Sir, the Minister has announced the BG line from Dindigul to Madurai. But so far, no provision has been made for this project. The Minister has not mentioned anything about the completion of the project. I would like to know when the project will be completed.

SHRI JOHN F. FERNANDES (Goa): Sir, even in my Budget speech, I had said that priority should be given for conversion of port areas. In Goa, we have Marmagao Port Trust. The metre gauge should be converted into broad gauge. I want an assurance from the Minister that the Port Trust will be converted on priority basis. (*Interruptions*).

SHRI C. K. JAFFER SHARIEF: Sir, during the discussion on 18-3-92 certain points were raised by some hon. Members. Shri H. Hanumanthappa wanted the State-wise break-up of investments in rail transport infrastructure right from the First Plan period. Shri Ratnakar Pandey wanted that the Delhi-Howrah Rajdhani Express should continue to stop at Allahabad which is a famous pilgrim centre.

Shri Pasumpon Tha. Kiruttinan mentioned that no funds were allotted for the MRTS, Madras. Shri Ram Naresh Yadav mentioned conversion of Mau-Azamgarh-Shahganj railway line. I must submit before the hon. Members that Railways are a transport infrastructure and that the investments made towards modernisation, gauge conversion and network expansion are based primarily on the needs of traffic. There is no system in the Indian Railways either to allocate the investments State-wise or to keep a State-wise account of Plan expenditure. In my view, it is also not necessary to do so as the Railways being a transport infrastructure have to invest on the basis of volume of traffic and the originating and destination flows. For example, the electrification is due in high-density freight routes and on some suburban sections where the diesel traction cannot cope with the volume of commuter traffic. Sir, I would also like to emphatically say that the investments in the Railways in one region do not help only that region but other parts of the country as well. To give an example, the electrification of Sonnagar-Patratu which lies in Bihar is basically for moving coal to Northern India. The point I want to forcefully make is that we do not attempt distribution of the meagre resources that we have on a State-wise basis, nor would it be correct to do so. Railways whose network is spread out throughout the country have essentially a cross-country character. The investments to be made have, therefore, to be planned for the country as a whole.

There has been an apprehension that not much has been done in certain States in gauge conversion, electrification, new lines etc. For instance, no gauge conversion has been included in the Budget 1992-93 in respect of Orissa. I would like to bring to the notice of the hon. Members that Orissa is a State where 92 per cent of the track is of broad-gauge. There is no metre-gauge and only a small stretch of track is of narrow-gauge. Sir, a 164 kilometres long Koraput-Raigarh broad-gauge new line lies in the State and we hope to complete this line in 1992. Another new line Talcher-Sambhalpur which is 172 kms. long is also under construction in this State. An amount of Rs. 20 crores has been provided for this line in 1992-93. I must add that the decision to construct these new lines were dictated by the needs of the traffic and not because they were in the State of Orissa.

Sir, doubling of about 200 kms. at a cost of Rs. 150 crores is in progress in Orissa to meet the operational needs of the traffic.

Sir, Kerala is another State where 88.3 per cent of route kilometres are in broad-gauge. In addition, two new lines, Alapuzha-Ernakulam and Trichur-Guruvayoor, totaling 67 kms., are nearing completion. Doubling of 106 kms. is also in progress. In the Budget 1992-93 we have included electrification of Erode-Ernakulam-Cochin Harbour Terminal and part of this section is in Kerala.

In Bihar 67 per cent of the track is of broad-gauge. Work on Samastipur-Darbhanga is being restarted and Chhapra-Aunrihar gauge conversion project partly in Bihar is in progress. In addition, gauge conversion of Muzaffarpur-Raxaul and Sugauli-Narkatiaganj, 189 kilometres, has been included in the Budget for 1992-93 for conversion to broadgauge. Doubling of about 200 kms. is in progress.

[**The Vice-Chairman (Shrimati Jayanthi Natarajan)** in the Chair].

An outlay of Rs. 31 crores has been made for these works in this year. Madam, electrification of Sonnagar-Patratu-Gomia is also in progress in Bihar. I have also specifically mentioned in my Budget Speech that electrification of Jhajha-Patna-Mughalsarai which has been held in abeyance so far will be started. A major work on providing third line between Mughalsarai and Sonnagar is already in progress. These capacity expansion works are being carried out to meet the transport demands.

Madam, it is for the first time that stress has been laid on gauge conversion. While selecting the routes to be converted, I have gone by the operational and strategic requirements. Rajasthan and Assam are among the various States which will have substantial share in the conversion. Madam, I would also like to mention that Mau-Azamgarh-Shahganj MG Section of N.E. Railway has been included in the Action Plan for conversion.

Madam, I for one, would like network expansion on a much higher scale. But, there is a resource constraint. The resources are limited and we try to make optimum and rational use of them by prioritising various works and projects.

Madam, in deference to the wishes expressed by several hon. Members, I have decided that Delhi-Howrah Rajdhani Express will continue to stop at Allahabad. Madam, Shri Pasumpon Tha Kiruttinan stated that nothing has been provided for MRTS in Madras. Madam, an amount of Rs. 14 crores has been provided in 1992-93 for MRTS in Madras and the section from Park Town to Chepauk is likely to be completed in 1993.

Regarding many other points which the Members have raised I would be writing to them separately. (*Interruptions*) ...

SHRI V. GOPALSAMY: What about Madurai-Maniachi line?

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Please let the Minister finish. (*Interruptions*) ...

SHRI JAGESH DESAI: Madam, the Minister doesn't want to answer the most important points.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Mr. Desai, kindly let him finish. (*Interruptions*) ... Kindly let him finish. (*Interruptions*) ...

SHRI C. K. JAFFER SHARIEF: If they are so keen, I will tell the allocations also. (*Interruptions*) ... Do you want me to write or do you want me to tell you? (*Interruptions*) ...

SHRI JAGESH DESAI: No. About the ex-MPs, companions, what are you going to do? (*Interruptions*) ... Please tell us. (*Interruptions*) ...

SHRI C. K. JAFFER SHARIEF: We are working out the scheme. We are working on that at the moment and after we finalise the whole thing we will let you know. (*Interruptions*) ...

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): As far as others are concerned, you can write to individual Members. Mr. Minister, we can now put it to vote. (*Interruptions*) ...

SHRI YASHWANT SINHA (Bihar): I have a point. I have raised the issue of Railway Protection Force.

SHRI C. K. JAFFER SHARIEF: I am coming to your point.

SHRI YASHWANT SINHA: You are coming to that, I am glad.

SHRI N. K. P. SALVE (Maharashtra): Madam, is he thinking of allowing a companion? I thought it was confined to one's spouse. (*Interruptions*)...

SHRI JAGESH DESAI: Madam, one lakh freedom fighters are getting the benefit. (*Interruptions*)...

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): He has already said that he is looking into the matter. He will let us know as soon as it is read. (*Interruptions*)...

SHRI JAGESH DESAI: He can announce it, Madam. (*Interruptions*)...

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): The Minister can't do more than that. (*Interruptions*)...

SHRI H. HANUMANTHAPPA (Karnataka): The Minister can do more than that. (*Interruptions*)...

डा० रत्नाकर पांडेय : मिनिस्टर से अनाउंस करा दीजिए ... (व्यवधान)

उपसभाध्यक्ष (श्रीमती जयन्ती नटराजन) : आप बैठ जाइये। Mr. Ram Awadhesh, you had already your turn. Please sit down. (*Interruptions*)... Please sit down. (*Interruptions*)... Please sit down. (*Interruptions*)...

श्री राम अवधेश सिंह : मैडम, जो 50 साल के ऊपर के एम०पी० हैं उनके हाथ जरूर एक कंपैनियन होना चाहिए। उनको बीमारी हो सकती है, हार्ट अटैक हो सकता है ... (व्यवधान) उनको निश्चित रूप से डबल पास होना चाहिए, कंपैनियन के साथ होना चाहिए .... (व्यवधान)

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Please sit down. (*Interruptions*)... No. (*Interruptions*)... Yes, Minister. (*Interruptions*)... No. Please sit down. (*Interruptions*)...

SHRI S. K. T. RAMACHANDRAN (Tamil Nadu): A spouse is a part and parcel of a Parliament Member. She should be taken care of. (*Interruptions*)...

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): He is looking into it. (*Interruptions*)...

SHRI S. K. T. RAMACHANDRAN: No. Oherwise we will go to his house and we will tell Madam Jaffer Sharief that he is not committed to her. (*Interruptions*)...

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Let him finish. (*Interrupions*)... Ram Awadheshji, you please sit down. Please let him finish. (*Interruptions*)... No, I can't allow anybody. (*Interruptions*)... I can't allow any more disturbances. Please sit down. (*Interruptions*)... I am not allowing any more interruptions. (*Interruptions*)... I am not allowing any more interruptions. (*Interruptions*)... Please sit down. Let him finish. (*Interruptions*)...

SHRI M. VINCENT (Tamil Nadu): Madam, the Minister is looking at the Chair, not the Members.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Naturally, he is supposed to look at the Chair. He is not supposed to look at the Members. (*Interruptions*).

SHRI V. NARAYANASAMY: How many retired railway officials are involved... (*Interruptions*).

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): No more interruptions. I am not allowing. (*Interruptions*).

SHRI V. NARAYANASAMY: More than two lakh railway officials... (*Interruptions*).

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I am not allowing. Mr. Minister, please conclude. (*Interruptions*). Mr. Ram Awadhesh Singh, what you are saying is not going on record. Please sit down.

SHRI RAM AWADHESH SINGH: *

SHRI M. VINCENT: We want a reply from the Minister. It does not matter whether it is going on record or not.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): We can't force the Minister to give a reply. Kindly sit down.

SHRI C. K. JAFFER SHARIEF: Let me respond to what Mr. Yashwant Sinha wanted me to say on the RPF association. This matter has been raised time and again. One member of the RPF association was sitting on fast. I have written to my colleague, Mr. Kumaramangalam, in whose premises he was sitting, that I will be taking up this matter with the Home Minister and the Prime Minister. Depending upon the advice, we will take some decision. (*Interruptions*).

*Not recorded.

SHRI YASHWANT SINHA: This is not fair. I told the Minister that day when I intervened in the debate that the previous Government has already taken a decision in the matter. This is only a question of implementing. That decision was taken on the pressure of his party. Now, what kind of behaviour are we showing in this country, that when you are in opposition, you will have one behaviour and when you are in Government you will have some other behaviour? I can't understand this. Your Member, a Member of your Council of Ministers today, was sitting in the well of the House when this decision was forced. We took that decision. (*Interruptions*).

SHRI H. HANUMANTHAPPA: As Finance Minister you went to the IMF and the World Bank to... (*Interruptions*).

SHRI YASHWANT SINHA: I don't. You are totally misrepresenting. I don't have that kind of a behaviour which changes when you are in opposition and again changes when you are in the ruling party. I want to know specifically from the Minister whether he is going to implement the decision which was taken by his predecessor in office, Mr. Janeshwar Mishra. That is the assurance which he gave on the floor of the other House in response to the demand made by the Members of his party. Now he is going back.

SHRI S. K. T. RAMACHANDRAN: He is not going back. (*Interruptions*).

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Let him reply. (*Interruptions*).

SHRI YASHWANT SINHA: Let him say here and now. (*Interruptions*).

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Let this matter be over. (*Interruptions*).

SHRI S. K. T. RAMACHANDRAN: Madam... (*Interruptions*).

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Please sit down. (*Interruptions*). I am not permitting. No more interruptions.

SHRI C. K. JAFFER SHARIEF: I would like to submit to my esteemed friend, Mr. Yashwant Sinha that for some time he was occupying a very responsible place in the Government as Finance Minister. Any political party which comes to power after the mandate of the people, has certain responsibilities. I am sure, even though my friends have participated —some friends might have particpated—in the agitation, it is not one of the priorities. The Government is addressing itself to priorities for which it has committed to the people. Please bear with us. I don't expect this from you, particularly.

SHRI YASHWANT SINHA: I am sorry. I am not indulging in any irresponsible comment or any irresponsible behaviour, Mr. Minister. I did not complain. Mr. Jaffer Sharief should recall that I have not made an issue of the fact that I, as a Member of Parliament, have been seeking an appointment with him since August, 1991, and till date I have not received an appointment from him. Is this the way the Members of Parliament should be treated?

SHRI C. K. JAFFER SHARIEF: I am coming to that point.

SHRI YASHWANT SINHA: This is the way, I have been treated. I spoke to him a number of times. I also wrote to him. But I did not get any appointment. I was also a Minister in the Government. I used to meet the Members of Parliament the same day. I have not been able to see the Railway Minister of this country since August, 1991. Nine months have gone. He has not had time to see me. What is this? I am not complaining. But what I am saying is that, here was a decision which was taken. The Prime Minister of today was sitting in the House—The other House at that time. This is something which is known to all the top-most leaders of your party who are occupying responsible positions in the Government. Whatever was done by your party Members at that time was done with their full knowledge, their full concurrent and full blessings and now you want to go back on that..

SHRI N. K. P. SALVE: What was the decision?

SHRI YASHWANT SINHA: The decision was that the Railway protection Force Association shall be recognised. Mr. Janeshwar Mishra had announced this in the other House. He had written a letter to Mr. Kumaramangalam, who happens to be a Member of the Council of Ministers today and who had threatened to go on indefinite fast and it was in response to that that the Government of the day responded and he said that recognition would be granted subject to formalities. Because the Government had to resign, these formalities could not be completed and that matter remained pending. Now, I am saying that when people are in power today—you had pressed us to grant this recognition—please give it now. You are going to open your *Roza Iftar* now. There is somebody sitting there, I think for 16-17 days he has been on fast, have some pity. They are only demanding the right of association. It is not even a trade union right. The Indian Police Service had got an association. The Indian Administrative Service has got an association. All the constituted services have an association. You are going to lose anything if you grant the right of association. I do not know what is the problem in granting this recognition. I appeal to the Mem-

bers of this House to please lend support to this very just demand... (*Interruptions*)...

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Let the Minister reply... (*Interruptions*)...

SHRI SYED SIBTEY RAZI (Uttar Pradesh): Madam, he has equated the fast taken voluntarily to the *Roza* ... (*Interruptions*)... I take serious objection to it ... (*Interruptions*)...We are on *Roza* ...(*Interruptions*)...

SHRI YASHWANT SINHA: I withdraw it. If it has hurt your sentiments I am withdrawing it. I do not want any controversy on this... (*Interruptions*)

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): He has withdrawn it ...(*Interruptions*)...

SHRI C. K. JAFFER SHARIEF: I would beg of my friends to permit me and allow me to finish it in one or two minutes. I am extremely sorry that my very good friend, Mr. Yashwant Sinha has repeatedly been saying that I am being very uncharitable to him and that I did not find time for him. Perhaps, I don't know whether he expected of me, as a Minister to write to him and show him a copy that I had invited him. We had been meeting and every time I have been asking him. I would request him to recall the letter that I had written the day he was taken to the police station at Tuglak Lane. I had also written a letter asking him to break the fast. That letter amply demonstrates that I have consideration and respect for him. Please do not try to cast aspersions because somehow it has become a practice, it has become a habit with the Members of Parliament. We think we can talk anything and get away with it. This is not fair. We have been in public life and it is not fair for us to think that we can cast aspersions against each other. This is not a proper practice. We should not be doing it. Now, let me go back to the other points. On the question of RPF, there is an amendment to the Act and it is treated as an armed force. Since any recognition would have reflection on other disciplined forces, the mater has to be considered by the Home Minister and the Prime Minister. I cannot just give an assurance here on that question. Coming to the second issue which my friend, the Leader of the Opposition, Shri Jaipal Reddy raised on the purchase of electric locomotives ...(*Interruptions*)...

SHRI GURUDAS DAS GUPTA (West Bengal): What about the dismissed workers? Mr. Fernandes had given an assurance ...(*Interruptions*)... What about the... (*Inerruptions*)...

SHRI SUKOMAL SEN (West Bengal): You had also given an assurance... (*Interruptions*)...

SHRI C. K. JAFFER SHARIEF: On that, in the last Session, I committed to the House that I am taking it to the Cabinet. We took it to the Cabinet. The Cabinet had taken a decision that they could not be taken back. All that we can do is to consider them, their compensation, reliefs and some financial benefits, which the Ministry is examining. That is all on that question. ...(*Interruptions*)...

SHRI. V. GOPALSAMY: It is an anti-labour decision.

SHRI C. K. JAFFER SHARIEF: Yes, it is anti-labour because a democratic country...(*Interruptions*)

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Mr. Hanumantha Rao, let him finish.

SHRI MOTURU HANUMANTHA RAO (Andhra Pradesh): He can afford to be very liberal to foreign *imperialist* but not to the workers of India.

SHRI C. K. JAFFER SHARIF: I have been sitting here since morning and have been listening to them. They must also have some patience to listen... (*Interruptions*)

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Let the Minister finish. Please cooperate.

(*Interruptions*)...

SHRI C. K. JAFFER SHARIEF. I have been in public life for the last 30 to 40 years and in the Parliament for the last 20 years. The people whose utmost interest is taken care of in our democratic process are the have nots whether they belong to the urban areas or they belong to the rural areas. We politicians, when we come and sit here, we are bogged down. We care more for the organised labour and the organised sector than for the unorganised sector. And if some measures are taken to look after both, these Governments and these parties are being rated and called as anti-labour. All right. You have the pleasure of having called us anti-labour. Only events will prove whether we are anti-labour or propoor... (*Interruptions*).

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Let him continue and finish.

SHRI C. K. JAFFER SHARIEF: The last issue is about what my friend Mr. Jaipal Reddy, has mentioned. The Press has been carrying all sorts of news. Our country's ultimate goal is electrification. So, there is a need to give a thrust to electrification. This is something that I have decided to do. The decision was taken much before for the purchase of electric locomotives. The decision was initiated long back on this issue. I can certainly make a full statement, if they want, sometime later. I am just trying to tell whatever little things that are in my memory. Three or four years back, when a decision was about to be taken—it was a first bid or so—suddenly the Planning Commission intervened in that. There, a study was made and it took longer time to decide and thereafter, by the time we decided, the time elapsed and there was a second bid. Every day, mind it, Madam, every day, 4000 U. S. dollars were paid as commitment charges. It is an ADB loan. The question was the purchase of electric locomotives. There were various competitors in three bids. But the two most deserving, in the sense that those who participated competitively, were one from Japan and another from Switzerland. Today, unfortunately, as some issue concerning Switzerland is there in our country, everything that comes from there has become touchy and sensational ... (*Interruptions*) Allow me to continue. The question is whether you should buy a technology and whethtr it should be a proven technology or you should allow your country to be a ground for conducting their trials and experiments. In that, I am a layman. I am a people's representative, one among you who is representing the States. It is more a technical subject. Generally, a Minister will be guided by the technical aspects. There was a tender committee which went into this question. There were three bids. In all the three bids, the prices went up. ultimately, a decision was to be taken whether it should be a proven technology or an unproven technology. So far as our public sector industries are concerned, they are our children. They are dearer to us than anybody else. Our first interest is the larger interests of our country and secondly of our own industry. We have the experience of the BHEL both in regard to the Railways and earlier when I was associated with the Coal Ministry.

I know, there also it is not just because some public sector company comes with a cover that we should go in for it. We should go into the merits of the question, we should go into the basic interests of the country. In that it was found that A.B.B. was far better and cheaper. The only added money was from this customs duty. My friend, Mr. Yashwant Sinha, who held the Finance portfolio, knows it and my revered friend who is an economics expert, and a taxation expert, knows it. Customs money is not somebody else's money. It is our own money, from this pocket to that pocket. If the customs duty is left, the technology which comes in becomes cheaper. So from that angle the experts in the Railway Ministry took a decision. Then the competitors had an appeal. It is not as if the Railway Ministry alone decides these things. When the Railway Ministry took the decision, it conveyed its decision to the A.B.B. A.B.B. which gives the money is like any other bank. It goes into all the aspects. It accepted the decision of the Railway Ministry saying whatever was being done was proper. After that there was again another meeting and we were advised to go to the Finance Ministry. When we went to the Finance Ministry, the Finance Ministry advised us, "Please ask the Tender Committee to look into it again." although on the tender committee there were two Members of the Board who were Secretaries to Government and were above the Tender Committee which had taken the decision, although the Tender Committee was a subordinate body. yet we had to ask the Tender Committee to look into it again, sitting over the judgment of their bosses. It did not matter even if it amounted to humiliation. We had to force that and the Tender Committee went into the issue again and it gave its decision. Again it went to the Finance. There was a meeting with the Secretary (Expenditure) there. There was again a scrutiny by the Economic Advisers, by the Secretaries' Committee. All the stages have passed and thereafter a decision has been taken. So, it is wrong to say that the Railway Minister or some Railway official or somebody was interested in favouring some particular bidder, as it is being said—there were some motives being attributed like that. I must tell you, Madam Vice-Chairman, that it is most unfortunate that some motives were being attributed. In public life, no doubt, one has to face all this. If the lobbies of the business houses or some people who are connected with them, both inside and outside, go on maligning the Government trying to attribute motives to the decisions,, it will be very difficult...

SHRI V. GOPALSAMY: The Minister also should not attribute any motives to the Members.

SHRI C. K. JAFFER SHARIEF: I would like the Members to know the correct position rather than go by what is written in the newspapers. This is what I would like to impress on them. With these words, Madam, I would request the House to pass the Resolution and return the Bills.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I shall first put the Resolution to vote. The question is—

> "That this House approves the recommendations made in paragraph 12, 13, 16, 19 and 22 contained in the First Report of the Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was laid on the Table of the Rajya Sabha on the 24th February, 1992."

The motion was adopted.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Now I shall put the motion regard-

[Shrimati Jayanthi Natarajan]

ing consideration of the Appropriation (Railways) Bill, 1992, to vote. The question is—

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): We shall now take up the clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: Madam, I move—

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I shall now put to vote the motion regarding consideration of the Appropriaion (Railways) No. 2 Bill, 1992.

The quesion is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): We shall now take up clause-by-clause consideration of the Bill.

Clauses 2, 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: Madam, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

ALLOCATION OF TIME FOR GOVERNMENT LEGISLATIVE AND OTHER BUSINESS

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I have to inform Members that the Business Advisory Committee, at its meeting held today, the 23rd March, 1992, allotted time for Government legislative and other business as follows:

Business	Time Allotted
1. Consideration and return of the following Bills, after they are passed by the Lok Sabha :	
(a) The Appropriation Bill, 1992	One hour
(b) The Appropriation (Vote on Account) Bill, 1992	(To be discussed together)
2. General discussion on Jammu and Kashmir Budget for 1992-93.	